

Amendments to the Specification:

Please replace paragraphs [0003] and [0004] with the following two paragraphs:

[0003] Japanese Kokai Patent Application No. 2004-9843 shows a torque steering suppressing structure of a vehicle. On the side of the left/right wheel with a longer distance from the differential gear, an intermediate shaft connected to the differential gear and the drive shaft is set[.,] so that the tilt angles (namely, joint bending angles) of the left/right drive shafts are the same, and the lengths of the left/right drive shafts are also equal. To obtain the same tilt angle for the left/right drive shafts, it may be necessary to use support bracket to fix the intermediate shaft, and these may protrude significantly outward from the vehicle lateral direction center.

[0004] Japanese Kokai Patent Application No. Hei 9 [1997]-207802 shows a technology for reducing the torque steering by driving an electric motor to cancel the torque steering in a vehicle carrying an electric power-assisting steering system. This technology may require additional components such as an electric motor. There may be waste in output upon starting. Also, when generation of torque steering takes place in large vehicles carrying high power engines, an electric power steering system, which has a smaller assisting force than that of a hydraulic power steering system, ~~can~~ may be difficult to adapt to this application.

Please replace paragraph [0006] with the following paragraph:

[0006] In accordance with one aspect of the present invention, an apparatus for suppressing torque steering is provided for use in a vehicle having left and right wheels, a left drive shaft coupled to the left wheel via a left outer joint[.,] and a right drive shaft coupled to the right wheel via a right outer joint. The apparatus includes a driving source adapted to accelerate the vehicle up to a predetermined rate of acceleration. As the driving source accelerates the vehicle, the driving source moves from a first position (when the vehicle is at rest) to a second position (when the vehicle has attained the predetermined rate of acceleration). The apparatus also includes a structure that connects the driving source to the left drive shaft and the right drive shaft. The structure is positioned relative to the left and right wheel so that the left and right drive shafts each define a first tilt angle when the driving source is in the first

position (when the vehicle is at rest), and a second tilt angle that is smaller than the first tilt angle when the driving source is in the second position. Thus, as the driving apparatus accelerates the vehicle, it moves the drive shafts to reduce the tilt angle and reduce torque steering.

Please replace paragraphs [0017] and [0018] with the following two paragraphs:

[0017] Differential gear 3 is offset to the left from the center in the lateral direction of the vehicle. One side (the left side) of the differential gear 3 is connected via inner joint 4 as a constant velocity universal joint to connection part 5a of left drive shaft 5. Left front wheel 7 is connected to connection part 5b of left drive shaft 5 via outer joint 6 as a constant velocity universal joint to left front wheel 7.

[0018] The other side (right side) of differential gear 3 is connected to intermediate shaft 9 extending in the lateral direction of the vehicle via constant velocity universal joint 8 by means of a spline fitting. The intermediate shaft 9 is connected via inner joint 10 as a constant velocity universal joint to connection part 11a of right drive shaft 11. Right front wheel 13 is connected to connection part 11b of drive shaft 11 via outer joint 12 as a constant velocity universal joint to right front wheel (wheel) 13. Also, intermediate shaft 9 is supported on engine 1 via support bracket 14. The tilt angle is defined as the angle ( $\theta_L$ ,  $\theta_R$ ) between the drive shaft and the axis (CL, CR) that connects the center of a ~~the~~ respective wheel and the joint of the drive shaft on the wheel side. The ~~axis axes~~ CL and CR ~~are corresponded~~ correspond to the line that connects the center of the left wheel and the center of the right wheel.

Please replace paragraph [0027] with the following paragraph:

[0027] Along with a decrease in the engine center (engine carrying position), if the height of suspension member 15 is set 15 mm lower, the impact performance of the vehicle body degrades, and this is undesirable. In the first embodiment, the cross sectional area of a vehicle body side member 16 is increased corresponding to the lowering of suspension member 15. Consequently, it is possible to prevent degradation in the collision performance while avoiding interference between suspension member 15 and engine 1 or the auxiliary machinery. One advantage of the present invention is that a ~~the~~ vehicle body structure as shown in the first

embodiment with a larger cross sectional area of [[a]] vehicle body side member 16 may provide a greater reactive force in collision.

Please replace paragraph [0033] with the following paragraph:

[0033] (1) In a vehicle in which left/right drive shafts 5, 11 connected to left/right front wheels 7, 13 are respectively connected to differential gear 3 connected to the driving source (engine 1 and transmission 2), ~~respectively~~, the structure is set such that left/right tilt angles  $\theta_L$ ,  $\theta_R$  decrease as the acceleration of the vehicle is increased. Consequently, there is a reduction in the secondary force moment of left/right drive shafts 5, 12 as the acceleration is increased ~~can hardly take place~~, and the left/right difference in the secondary force moment decreases. As a result, the amount that steering device 19 gets pulled by the right and left front wheels 7 and 13 can be reduced, and torque steering can be reduced as a result.

Please replace paragraph [0036] with the following paragraph:

[0036] (4) Differential gear 3 connected to the driving source is set offset from the vehicle lateral direction center, left drive shaft 5 is directly connected via inner joint 4 to differential gear 3, and right drive shaft 11 is connected via extension shaft 9 and inner joint 10 to differential gear 3. Consequently, it is possible to set the initial values of lengths  $L_L$  and  $L_R$  of left/right drive shafts 5, 11 nearly equal[[,]] and ~~for~~ the initial values of left/right tilt angles  $\theta_L$ ,  $\theta_R$  to be nearly equal, and it is possible to have a structure for which torque steering is reduced.

Please replace paragraph [0045] with the following paragraph:

[0045] (7) Because the position of air conditioner pulley 17 as auxiliary machinery of engine 1 may be set 15 mm higher with respect to engine 1 corresponding to the positions of left/right inner joints 4, 10, it is possible to reduce interface interference between air conditioner pulley 17 and suspension member 18 without changing the shape of suspension member 18 and the vehicle body side members.